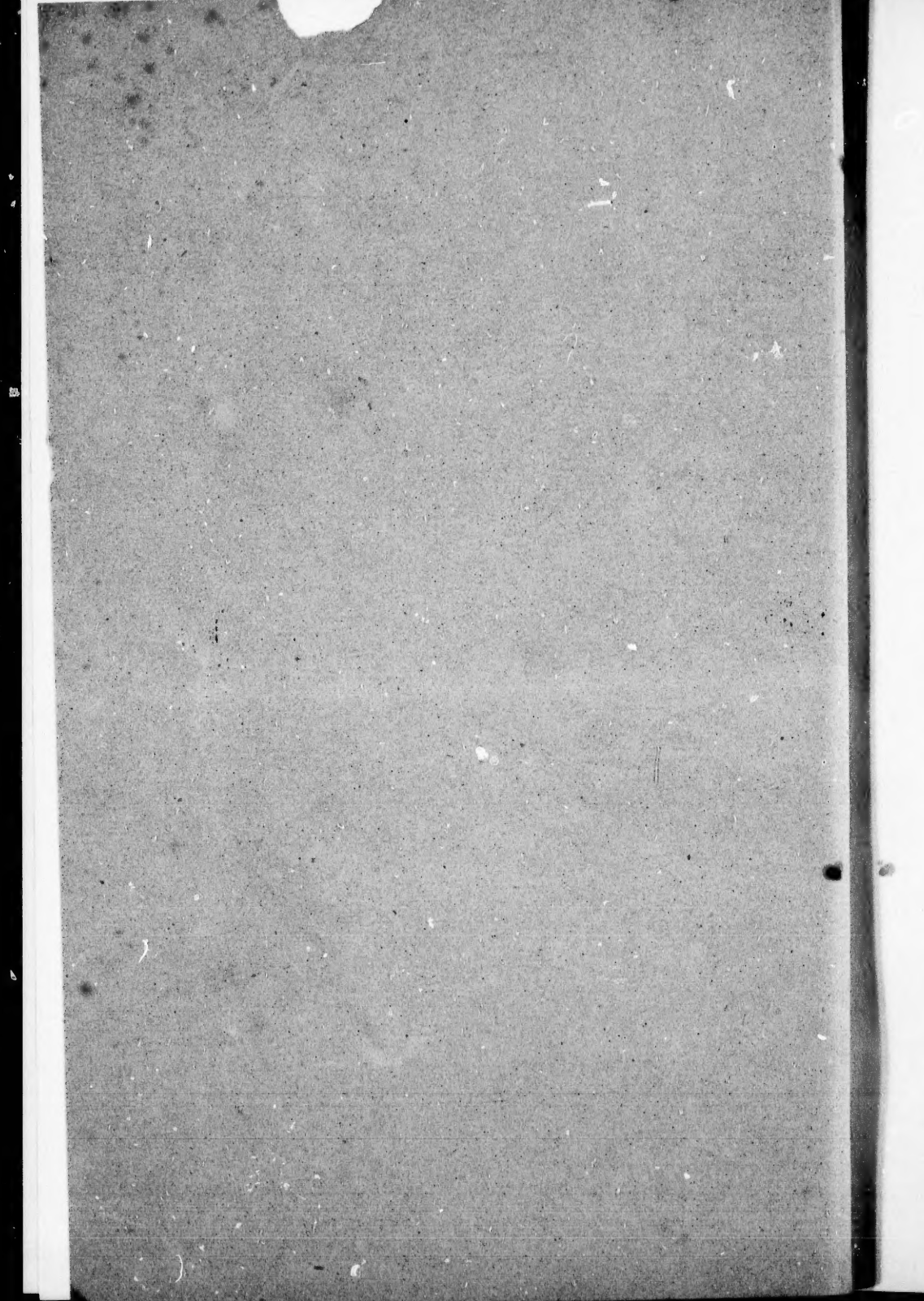


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The Honorable
Wm Mc Dowall
With the Compliments of
J Seymour

A REMINISCENCE
OF THE
UNION PACIFIC RAILROAD

SEYMOUR







"the precise spot upon which I stood when I first heard the shrill notes of that bugle"

ALBERTYPE BY E. BIERSTADT, NEW YORK.

“the precise spot upon which I stood when I first heard the shrill notes of that bugle”

ALBERTYPE BY E. BIERSTADT, NEW YORK.

A REMINISCENCE
OF THE
UNION PACIFIC RAILROAD,
CONTAINING SOME ACCOUNT
OF THE
DISCOVERY OF THE EASTERN BASE OF THE
ROCKY MOUNTAINS;
AND OF THE
GREAT INDIAN BATTLE OF JULY 11, 1867.

By SILAS SEYMOUR,
CONSULTING ENGINEER.

WITH ILLUSTRATIONS
By I. P. PRANISHNIKOFF,
CIVIL ENGINEER.

(OUR SPECIAL ARTIST ON THE SPOT.)

QUEBEC:
PRINTED BY A. COTÉ & C^o
1873

A REMINISCENCE

UNION PACIFIC RAILROAD

CONTAINING SOME ACCOUNT

DISCOVERY OF THE EASTERN BASE OF THE

ROCKY MOUNTAINS

1873

(67)

GREAT INDIAN BATTLE OF JULY 11, 1867

BY SILAS SEYMOUR

CONSULTING ENGINEER

WITH ILLUSTRATIONS

BY I. P. BRAUNSHNIKOFF

CIVIL ENGINEER

AND SPECIAL AGENT OF THE ROAD

QUEBEC

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DEDICATORY.

GENERAL W. T. SHERMAN,

*Commanding the Armies of the
United States, Washington, D. C.*

GENERAL: Feeling a strong desire to pay my humble tribute to your uniform kindness and courtesy, in extending military aid and protection to the forces employed in the surveys and construction of the Union Pacific Railway; and also entertaining a lively remembrance of your frequent Excursions over the road while under construction, and the great interest which you always manifested in its progress; during which excursions I had a most favorable opportunity of becoming somewhat familiar with the many very admirable social, as well as military traits in your character; traits which I feel quite sure must always endear you to the hearts of your Countrymen, as they certainly have to my own; I am impelled, even without your knowledge or permission, to take the very questionable liberty of dedicating to your name the following short reminiscence connected with the construction of that great work.

In doing this, General, I desire to express the hope that inasmuch as your particular attention may be called for the first time, in the following pages, to a military *Report* which was undoubtedly long since placed on file in your office by the Commanding General, you will look with your accustomed forbearance upon any slight departure from well established military rules, to which, in the exigency of the case I may have felt compelled to resort in my affair with the Sioux, on the 11th July, 1867.

With the compliments of the season ;

I have the honor to remain,
General,

Your most obedient servant,

SILAS SEYMOUR.

QUEBEC, CANADA, January 1st 1873.

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APOLOGETIC.

The very important Expedition, which was organized quite early in the year 1867, under the immediate auspices and protection of the United States Government, for the purpose of discovering the *Eastern base* of the *Rocky Mountains*, during the construction of that greatest enterprise of the age, the *Union Pacific Railway*, it is to be feared has nearly escaped from the memory of the great mass of the people of the United States, whose interests were at the time supposed to be so thoroughly identified, not only with the early discovery of that particular *base*, but with its establishment upon the most firm and enduring foundations.

The memorable engagement which occurred "*among the clouds*" during the progress of that Expedition, between a detachment of friendly Pawnee Indian Warriors, under my immediate command, and a tribe of hostile Sioux, upon the Eastern slope of the Rocky Mountains, at an elevation of *seven thousand* feet above the sea, is also believed to be rapidly passing into that oblivion which is but too apt to envelope such comparatively minor warlike achievements as do not necessarily affect the stability of Empires, or the destiny of the World.

The vivid impressions which the exciting events of the 11th July, 1867, had left upon the mind, even of the *Commanding Officer*, were found to be rapidly fading away under the pressure of other, though less important incidents, until fortunately, within a few weeks past, I had occasion to look over some papers in my New York Office connected with the construction of the Union Pacific Railway, when my eye rested, accidentally, upon a package which was endorsed: "*Report of Action with Sioux, July 11th, 1867.*"

Upon opening the package I was pleased to find that it contained, not only a copy of the Report referred to, but also the original letter from Colonel Merrill, written by order of General Augur, acknowledging its receipt, and ordering certain promotions therein named, for brave and meritorious conduct on the field.

The sight of these important documents, after a lapse of so many years, instantly recalled to my mind many exciting memories, among the most pleasant of which, was the visible demoralization in the ranks of the enemy, which followed the engagement; together with the marked confidence which the results of the day inspired in the minds of our own Officers and troops, who, unfortunately for the country, had not until that time, been thoroughly educated up to the proper standard of Indian warfare.

I also recollected that I had, perhaps too rashly, given my friends some encouragement to believe, that after sufficient time had elapsed to obscure, if not entirely annihilate the military jealousies and bickerings to which the publication of these papers would naturally

give rise, I might be induced to allow a few copies to go through the press, *for private circulation only*.

This, therefore, must be accepted as my apology for their present appearance.

I may also be allowed to state, that a desire to pay a proper tribute to the great zeal and ability displayed throughout the entire Expedition, by Mr. Blickensderfer, to whose care it had been intrusted by the Government; and also to commemorate the many pleasing impressions left upon my mind respecting the late General Rawlins, after an intimate daily intercourse of several weeks with that distinguished Gentleman and Officer during the progress of the Expedition, at so short a period before his untimely death, has induced me to refer at some length to other incidents connected with an Expedition, but for the inauguration of which, the events of the 11th July could never have occurred.

Inasmuch as the narrative has been written quite hastily, and almost entirely from memory, during the few hours of leisure that could be spared from professional engagements during the winter season, in this ancient and renowned, although *awfully cold* City of Quebec, I have also to apologize for the omission of many important details, as well as for the very imperfect condition in which it has been given to the Press.

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A REMINISCENCE
OF THE
UNION PACIFIC RAILWAY.

I.

EXPLANATORY OF CERTAIN CIRCUMSTANCES AND EVENTS, ANTE-
RIOR TO THE EXPEDITION—ITS SAFE ARRIVAL UPON THE BANKS
OF CROW CREEK—MEETING WITH GENERAL AUGUR—BRIEF
MENTION OF THE CELEBRATION OF OUR GLORIOUS INDE-
PENDENCE.

The construction, within a period of about *four years*, of the Union Pacific Railway, extending from Omaha on the Missouri River, a distance of nearly *eleven hundred miles*, to Promontory Point in the Great Salt Lake Valley, at which place the rails were joined on the 10th of May, 1869, with those of the Central Pacific Railway of California, extending to San Francisco on the Pacific Ocean, was an achievement which has no parallel in the history of Railway Construction throughout the

world. And the credit of this great achievement must by common consent, and for all time, be awarded to the executive ability, and indomitable energy of the late Vice President and General Manager of the Enterprise,

MR. THOMAS C. DURANT.

During this rapid construction it frequently became necessary for the principal Engineers engaged upon the work, to explore the country, and examine the route, very far in advance, either of settlements, or of any considerable working forces that were engaged upon the line.

In cases of this kind it was customary for the General in command of the Military Department of the United States where such explorations were to be made, to detail an armed escort from the nearest military post, to accompany and protect the engineers thus engaged. In some cases, like the one hereafter referred to, the General would also be kind enough to supply the necessary means of transportation, and camp equipage.

The charter of the Railway Company provided for the granting of a Government subsidy of sixteen thousand dollars per mile of road constructed, between the Missouri River and the *Eastern base* of the Rocky Mountains; and three times that amount, over a distance of one hundred and fifty miles West of that base. It also provided that the Eastern base should be designated by the President of the United States.

Early in the summer of 1867, the United States Government appointed Mr. Jacob Blickensderfer, jr., an eminent Civil Engineer and Astronomer, from Tuscar-

was, Tuscarawas County, in the State of Ohio, to examine the line of the Union Pacific Railway, and if possible, to discover a point which might safely be regarded as the Eastern base of the Rocky Mountains; this point being considered, both by the Company and the Government, for the reasons above stated, as of very great importance.

The Board of Directors of the Railway Company, by resolution, ordered the Consulting Engineer to accompany Mr. Blickensderfer, and to afford him every possible facility in the performance of this arduous and very responsible undertaking.

Mr. Blickensderfer was authorized by the Government to apply to General Sherman, then in command of the Western District of the United States, with his head quarters at St. Louis, for an armed escort to accompany the Expedition and protect it from the Indians.

Fortunately, the General was at Omaha when Mr. Blickensderfer arrived there, and he was thus afforded an opportunity, not only of making General Sherman's acquaintance, but of personally explaining to him the great importance of the Expedition, and of asking for a suitable escort for its protection, which, in his opinion should consist of at least three Companies of Cavalry.

The General smiled good naturedly upon this proposition, and remarked that he thought one company would be quite ample for the purpose; but, as Mr. Blickensderfer was somewhat persistent, he said that he would refer the matter to Genl. Augur, who commanded the Department of the Platte, with instructions to meet Mr. Blickensderfer's views, so far as the forces at his command would enable him to do so.

General Augur being absent upon a western tour of inspection at the time, it was finally arranged that Genl. Myers, Quarter Master of the department, should accompany the Expedition with two companies of Cavalry, until it should meet General Augur, who would then make the necessary arrangements for its protection during its further progress.

The late lamented Secretary of War, Genl. John A. Rawlins, then acting as General Grant's Chief of Staff; Mr. T. J. Carter, one of the Government Directors of the road; Genl. G. M. Dodge, Chief Engineer, in charge of location; Mr. Samuel B. Reed, Chief Constructing Engineer; and Mr. John R. Duff, a son of the present Vice President of the Road, together with several Engineers and Contractors, were also of the party, besides two or three other gentlemen who were not directly connected with the road.

At this time the track had been laid to the mouth of Lodge Pole Creek, at Julesburg, about three hundred and eighty miles west from Omaha; and the country west of that point was infested with roving bands of hostile Sioux Indians to such an extent that it was found necessary for the Government to provide a military escort for every engineering and construction party engaged upon the road. Several persons, employed in these parties, had already been most cruelly murdered and mutilated by these inhuman savages.

As a means of more effectually guarding against these atrocities, General Augur had organized a band of about four hundred friendly Pawnee Indians, from the Valley of Loup Fork, and equipped them as cavalry, mounted upon their own fleet and hardy ponies; and had

placed them under the command of Col. North, a most accomplished and indefatigable Officer, whose dashing raids upon the Sioux had driven the most of them far up the Valley of the Lodge Pole Creek, and into the almost impenetrable gorges of the Black Hill Range of the Rocky Mountains.

The country had been thoroughly explored, and the line partially located, as far west as Fort Sanders, on the Laramie Plains; and a construction force under the charge of Mr. Lewis Carmichael had been pushed forward, early in the Spring, to the Eastern Slope of the Black Hills, at a point now known as *Granite Canon*, about twenty miles west of Cheyenne; which party was under the military protection of a company of Infantry, under command of Major Mimmack, whose head quarters had, for their better protection from Indians, been established in the immediate vicinity of those of Mr. Carmichael and his construction forces.

The distinguished party, consisting of Mr. Blickensderfer, Genl. Rawlins and the other persons above named, left Omaha by train, on the 26th of June, and after marching from the end of the track at Julesburg, reached Crow Creek, about five hundred and sixteen miles west of Omaha (at the point where the flourishing City of Cheyenne is now situated), on the 3rd of July; and we were so fortunate as to find encamped at the same point, General Augur, who was making a tour of inspection of the different military posts in his Department. The General was escorted by one or two companies of U. S. Cavalry, and a large detachment of his Pawnee Warriors, under command of Colonel North.

It had been previously determined that our party

would remain in camp at Crow Creek, during a week or ten days, in order to afford the Chief Engineer and myself an opportunity to examine the Country with reference to a proper location of the line in that vicinity; and also to enable Mr. Blickensderfer to make a thorough search for the "*Eastern Base of the Rocky Mountains*," which was supposed by some of the party to be concealed somewhere near this particular locality.

A further inducement to indulge in this delay was an invitation kindly extended to our party by General Augur, to unite with himself and officers, in the celebration of the anniversary of our National Independence, which was done in a manner every way suitable to the occasion.

I was called upon to read the declaration of Independence; but as the Government had neglected to furnish Mr. Blickensderfer with the original as prepared by Thomas Jefferson, and finding that no one present had an authentic copy, I was obliged to improvise the following for the occasion.

DECLARATION OF INDEPENDENCE.

When in the course of human events it becomes necessary for a community composed of military Officers with 350 rank and file, Government Directors, and civil Engineers of the Union Pacific Railroad, with their friends, to sever their social relations with the people of the United States and all the rest of mankind, it seems eminently proper that they should publish to the world

the reasons which have induced them to emigrate to, and establish this goodly City of Cheyenne, at the Eastern base of the Rocky Mountains, on the Western half of the American Continent, six thousand feet above the level of the sea, within the shadows and beneath the summits of Long's Peak and of the great Snowy and Black Hill Ranges of the Rocky Mountains.

The laws of society which are rigidly enforced in Eastern Cities, and of which we complain, are :

1st, Extravagant dress, requiring from one to two changes of linen each day.

2nd. Late hours for meals and sleep.

3rd. Restriction of speech.

4th. Too dainty and delicate food.

5th. Too little exercise.

6th. Too much dust and heat.

7th. Too much Newport, Saratoga and Long Branch.

The privileges which we claim for ourselves and our posterity, are :

1st. The most simple dress, consisting of flannel shirt, overalls, blouse, top boots with spurs, and slouch hat.

2nd. Early hours, breakfast at 4 A. M., and sleep at 8 P. M.

3rd. Perfect freedom of speech on all subjects.

4th. Plain, simple and healthy food, consisting of bacon and hard-tack with a judicious sprinkling of antelope, black tailed deer, elk, prairie dog, speckled trout, and mountain sheep.

5th. Exercise on horseback with carbines and revolvers, from fifteen to thirty miles per day, Sundays and 4th July excepted.

6th. No dust, and thermometer at 50° to 60° above zero at twilight, and sleep under two Mackinaw blankets, or a buffalo robe.

7th. Summer resorts for pleasure and recreation, such as the cloud capped summits of the Snowy Range, the Mountain Parks and trout streams in their vicinity.

8th. The privilege of protecting ourselves from hostile Indians, by our own Henry and Ballard rifles and Colt's revolvers.

And generally, to do just about as we please at all times and under all circumstances, with due regard and gentlemanly respect to our companions, and a proper observance of the laws of Nature and of Nature's God, which reign supreme throughout all this vast and beautiful country.

Although we are now so far from the Westerly confines of civilization, we expect within a few short months to be broken in upon by the shrill whistle of the locomotive upon the Great Union Pacific Railroad, which is now making such rapid progress through these beautiful plains, and necessarily bringing with it all the evils, as well as many of the blessings of the very civilization which we have renounced and endeavoured to escape.

And to the maintenance of the above rights and privileges, we pledge our lives, our fortunes and our sacred honours.

REGULAR TOASTS.

The following brief report of the regular toasts, and the responses thereto, has fortunately been preserved

1. "THE DAY WE CELEBRATE."

General Rawlins in responding, referred in an approving tone, to the Declaration of Independence as revised by Col. S. Seymour, and declared it his opinion that many of its complaints and demands were indisputable. The General said that those heroes of old, who rendered this day such an era in the existence of the world, would never have believed that in this country far beyond their utmost knowledge, prairie dogs, owls, rattle snakes, wolves and the other interesting denizens of this delightful region, would have heard a Declaration of Independence read on the 4th July, 1867. The telegraph and the railroad now cross this once howling wilderness which through their agency, has become the backbone of a country which can never be dis-severed so long as the descendants of those who founded the country uphold the principles laid down by them on the Fourth July 1776.

The General concluded a most able and eloquent speech amid loud cheers.

The health of General Rawlins was then proposed by Mr. Carter, and drunk with enthusiasm.

2. "The President of the United States."

The Hon. J. Blickensderfer Jr., after a most eloquent speech in reply to this toast, offered the sentiment, "Our country, and nothing but our country, bound together by iron bands, North, South, East and West, never to be separated by any enemy whatever.

3. "The Army of the United States."

General C. C. Augur, after the example of his victorious Chief, General Grant, felt unwilling to make a speech, but felt happy to meet such pleasant gentlemen,

engaged in forwarding so noble an enterprise as the Union Pacific Railroad, and returned them his thanks for proposing the Army, trusting to meet them in successive years when Cheyenne would be a City not only in name but in reality.

4. "The Press, the universal accompaniment of civilization."

Mr. John E. Corwith returned thanks, and stated that it was a rooted conviction, that the only reason why there is not a "Daily" on Crow Creek, is that the benighted Sioux, Cheyennes, and the rest of the lively population inhabiting the district, cannot read.

5. "The Union Pacific Railroad."

Col. Carter regretted that the duty of replying to this toast had not fallen into abler hands, and then went on to state, that as Government Director he had always taken a deep interest in the Union Pacific Railroad. He was much gratified at seeing so many officers of the United States Army present, who take so great an interest in this undertaking, and who so efficiently protect those engaged in carrying it out. The Union Pacific Railroad was the enterprise of the age, not in the mere construction of the road, but in the mining, agricultural and other resources of the country which are boundless. This immense work depends not on the Directors, but on the Chief and Consulting Engineers, the working Engineers and the Contractors. The United States has aided the Union Pacific Railroad, but it must not be forgotten that the Railroad will be immensely serviceable to the United States; the army protects it, but it gives the army facilities for carrying out their operations. Twenty years ago Mr. Carter heard this enter-

prise agitated in Europe, and it was then deemed visionary; but he now looked forward to seeing this Railroad, not only the Union Pacific, but the great thoroughfare between England and China. Our Steamers now sail between San Francisco and China, and the mails and light freight from London and Liverpool will pass over the Rocky Mountains, to the land of the Celestials and the City of Palaces.

6. "The Embryo city of Cheyenne located at the base of the Rocky Mountains, in which we celebrate this day."

Col. A. B. Coleman in responding to this sentiment said, that he had been informed by his friends on leaving New York, that he would certainly be scalped by the Sioux, but he had seen no Sioux, and for his own part did not care if he never did see any, nor Cheyennes either. He begged to be excused the pleasure of their acquaintance; they might be good enough in their way, but in his opinion their way was a very nasty one. He was a member of the committee to decide on the name of this city, and he had called it by its present cognomen in the hopes of conciliating the interesting Savages. He trusted that a gracious Providence would enable him to get out of this city as quickly as possible if the aborigines should object to the arrangement.

7. "The Colorado Central and Pacific Railroad."

Mr. F. M. Case in responding said, that he has been out here for six years, and thinks that there is more in the country than is thought of. He believes the mountains to be full of gold, but the heavy machinery ne-

cessary to procure the gold can only be transported by a railroad.

8. "The Engineering Department of the Union Pacific Railroad.

In the absence of General G. M. Dodge, Chief Engineer, Col. Silas Seymour, Consulting Engineer, responded to this toast, and stated that were any evidence necessary, the absence of General Dodge, who was attending to his duty instead of seeking that rest which his feeble health and a long march imperatively demanded, would be proof sufficient that the Engineer Department neglected no business entrusted to their care. After some humorous remarks, Col. Seymour sat down amidst loud cheers.

9. "The Great National Railroad."

Col. Seymour said, that amongst his earliest recollections was the opening of the Erie Canal; he was first employed as an Engineer on the New York and Erie Railroad, the western base of trade being then at Buffalo; thence that base was removed to Chicago; thence, to the Mississippi; thence, to the Missouri; the next base will be the Eastern base of the Rocky Mountains; thence, to Salt Lake City; and from that point to San Francisco; then to China and Japan; thence to New York, returning in a circle. Col. Seymour thought this only the beginning of a vast network of railroads which will eventually traverse the whole country.

10. "The Agricultural and Mineral resources of the Western Territories."

Mr. Charles H. Rogers declared these resources to be infinite, only requiring the Union Pacific Railroad to open them up. In developing them by industry and intelligence, we can pay not only the National debt, but

our own debts, and only the Union Pacific Railroad can do it.

11. "The Contractors of the Union Pacific Railroad distinguished for their energy in prosecuting the work."

General Casement, who was to have replied to this toast, was unfortunately absent on important business.

12. "The Loyal Red Man of the Plains."

Captain Arnold, in the absence of Major North, said that 15 years ago the Pawnees were the robbers of the desert, but now were an immense support to the white man in the plains. The Captain claimed no discipline in particular for the Pawnees, but did not know by whom more hair can be raised, and believes they would beat the devil in jayhawking.

13. "The Ladies."

Mr. John R. Duff was sure that this toast must touch the dearest and truest sentiments of our hearts.

The health of Col. S. Seymour was then proposed by General H. R. Misner, to which Col. Seymour briefly responded, and then gave General Gibbons.

The General said that he had only once tried to make a speech and then he failed. Consequently he now always resorts to a 4th July oration he heard 20 years ago. He would however first give them his bosom friend Artemus Ward's ideas of Africa, of its foral productions especially the rose; unnecessary to say he meant negroes. Feared he was wandering from his subject but would return. Referred to the Guerilla who objected to the draft and taxes, was wandering again, but would once more return. The General then delivered his 4th July oration amidst great cheers and fun.

4th July, replied to, by Lieut. Jones.

The Medical Department, replied to by Dr. Alexander.

The Ordnance Department, Lieut. Comly responded.

The health of our Mule Train, was then proposed by General Augur, and drunk in the wildest enthusiasm. In the unavoidable absence of the mules, Captain Wauds made an eloquent and touching response.

Captain Petrikin, Chief Engineer of the Department, was given by General H. R. Misner.

The Quarter Master's Department was responded to by Captain Wauds.

General Augur and Staff, was drunk with all the honours.

The President then returned thanks to General Augur and Staff, for the entertainment on this occasion, and the party broke up.

An unusual number of other most soul stirring toasts were also drunk and responded to, later in the day, by the Officers and other gentlemen present, with great powers of endurance, and with marked ability.

There being no tree suitable for a flag-pole within fifty miles of the camp, one end of the glorious flag of our Country was elevated several feet above the ground, by means of two wagon poles, thoroughly lashed together, under the personal superintendence of General Merrill, Inspector General of the Department, then acting, temporarily, as Chief of General Augur's Staff.

It will be seen from the above, that it was upon this memorable occasion that the name of "*Cheyenne*" was given to the future City that it was foreseen must spring up at the point upon which we were encamped; although, at the time, there was not a house, nor a piece of lumber with which to construct one, to be found within fifty miles of the locality.

II.

ANTECEDENT EVENTS EXPLANATORY OF THE OBJECTS OF THE
SUB-EXPEDITION—ESCORT PROVIDED—ORDER OF MARCH FROM
CAMP—REPORT OF ACTION WITH THE SIOUX—EXPLANATORY
REMARKS.

The question of the location of the line over the Black Hill Range of the Rocky Mountains, had been regarded as one of the most difficult problems to solve, connected with the construction of the road.

The entire range of mountainous country lying between the Laramie Canon on the North, and Berthoud's Pass on the South, had been instrumentally examined during previous years, under the direction of Mr. T. C. Durant, the Vice President and General Manager of the road, for the purpose of ascertaining the best route for extending the road west of the great Platte Valley.

During the early part of 1866, Mr. Durant had appointed General G. M. Dodge as Chief Engineer of the road, who being, as he had frankly informed me entirely without experience in construction, was placed in charge of developing the country, and locating the line west of the main Valley of the Platte, into which the road had previously been completed.

During the summer of 1866 a personal examination

had been made of the Berthoud Pass by myself, accompanied by the Hon. Jesse L. Williams, one of the Government Directors of the road, and an Engineer of great reputation and experience, from Fort Wayne, Indiana; after which, being joined by the Chief Engineer, we also examined Antelope and Cheyenne Passes; and we had determined that a depression lying a few miles south of Cheyenne Pass, presented fewer objectionable features than any other point, to the passage of the road over the Black Hill Range. After a careful examination of the Eastern slope, together with a preliminary line that had been run over it, by Mr. Jas. A. Evans, Asst. Engineer, we had further determined that a grade of eighty feet per mile would be the maximum required for the ascent of the slope; and I had so reported to the company, on my return to New York.

During the Fall of that year, Mr Evans, under the direction of the Chief Engineer, had located this portion of the line with a maximum grade of ninety feet per mile; and the Chief Engineer had reported to the Company that this was the lowest grade that could be obtained, in which opinion I had never been able to concur.

I had therefore been requested by the President of the Company, before leaving New York upon the present Expedition, not only to examine every important point in the location of the road, that might come in my way; but to examine, with particular care, the line which had been located, and upon which work had been commenced, upon the Eastern slope of the Black Hills.

Inasmuch as our present camp on Crow Creek was the most convenient point from which to make these ex-

aminations, I concluded to employ the few days at my disposal, before the Expedition proceeded farther westward, in the performance of that duty.

I accordingly applied to General Augur for the means of transportation, and also for a military escort for my protection, all which were very promptly granted.

Inasmuch, however, as the Sioux were supposed to be quite numerous throughout the district which I was obliged to traverse, the General very kindly decided, as a measure of greater safety, that I should take as an escort, a detachment of his Pawnee Braves, who were known to entertain feelings of *unpleasantness* towards the Sioux; and who would therefore be quite sure to guard not only my own person, but the Government property placed at my disposal, with much greater care and less danger from surprise, than the ordinary troops under his command.

Mr. M. F. Hurd, a Division Engineer upon the Road, was also to accompany me, with the maps and profiles of the line, which, in order to guard against accidents, he was accustomed to carry in his hat.

My arrangements having been fully perfected on the morning of the 11th July, I started upon my perilous Expedition at an early hour from our beautiful camp upon the banks of Crow Creek. Mr. Hurd and myself, well mounted, and armed with carbines and revolvers, took the front. Immediately in our rear at a respectful distance, marched Lieutenant Matthews at the head of ten of his most trusty warriors. Then followed the outfit, consisting of four Government mules and driver, a Government wagon, containing my camp equipage and that of the troops, together with my supplies and

cook; also, as I accidentally learned soon after starting, a passenger who by some improper connivance with the cook, had been allowed to smuggle himself into the rear part of the wagon. The remainder of the military escort followed the wagon as a *rear guard*, observing always a proper wheeling distance, in order to prevent surprise from the enemy.

The thrilling scenes through which we were destined to pass within a few hours after leaving our camp, are very faintly and imperfectly described in the following:

REPORT

OF ENGAGEMENT WITH THE SIOUX.

DESPATCH No. 1.

HEAD QUARTERS, BLACK HILLS DIVISION,
DEPT. OF THE PLATTE, JULY 11, 1867.

GENERAL :

I have the honor to report, that I left your camp at Cheyenne, on Crow Creek, this morning at half past ten, with a military escort which you had kindly placed at my disposal, consisting of twenty Pawnee Warriors mounted and equipped as cavalry, under command of Lieut. Matthews.

I was accompanied on horseback by Mr. M. F. Hurd, Div. Eng. U. P. R. R. who was armed with a carbine and revolver; and also by a passenger, unarmed and

name unknown. My outfit consisted of a Cook, Driver, four Government mules, and a Government wagon, loaded with supplies, camp equipage, cooking utensils &c; the driver being mounted on the near hind mule, and the passenger and cook riding in the wagon.

My objective point was Carmichael's grading camp, from which as a center I intended to make some explorations among the Black Hills for railroad purposes.

I proceeded up the valley traversed by the Union Pacific Railroad line, a distance of about eight miles, when I divided my force of warriors into two battalions of ten each, and ordered Lieut. Matthews with one battalion, to follow Mr. Hurd and myself into the bluffs northward of the valley, where I intended to explore for a railroad route, and incidentally to hunt for Sioux and Antelope.

The balance of the forces were ordered to escort the wagon up the regular road in the valley, until I rejoined them. I also requested Lieut. Matthews to throw out two flankers into the hills on the right and left, in order to guard against surprise from the Sioux; and these flankers were strictly ordered not to fire under any circumstances, except at a Sioux, or stray antelope.

After travelling some three or four miles through the hills without seeing the enemy, I returned into the valley by the road, and found myself about one mile to the rear of the wagon and its escort. Putting our horses into a gallop, we were rapidly approaching this detachment of my command, when I observed the wagon escort dash up the hill to the left; and, at the same instant, heard a most unnatural and uncertain sound from a bugle, blown by one of my braves, from the top of a

high bluff in the same direction. When I reached the wagon it was entirely deserted, except by the passenger, cook, driver and mules, all of whom, I am happy to say, seemed to be fully impressed with the solemnity of the occasion.

The warriors who had been my personal escort, immediately dismounted, and without waiting for orders, commenced unsaddling their ponies, and divesting themselves of their military caps, coats, pantaloons, boots and other superfluous appendages. They then re-mounted with great celerity, and notwithstanding my most positive orders and protestations to the contrary, dashed up the hill side, yelling "Sioux! Sioux!! Heap Sioux!!!"

Mr. Hurd also caught the inspiration, and regardless of his own safety, dashed up after them; and I take pleasure in observing that Lieut. Matthews himself, was not far behind. My passenger sprang from the wagon, and was rapidly making his way up the hill on the opposite side of the valley, when I deliberately drew my revolver and ordered him to halt, and to return and assist me in protecting the property of the Government; which order, I am happy to say, was promptly obeyed. The cook showed great presence of mind by crawling back into the wagon, and intrenching himself among the contents, evidently prepared to sacrifice his life, if necessary for their protection. The driver remained firmly seated upon his mule, with rein in hand, and indicated a determination to *do or die* in the good cause, as circumstances might require.

Having made the above disposition of my remaining forces, and supplied my passenger with an old musket,

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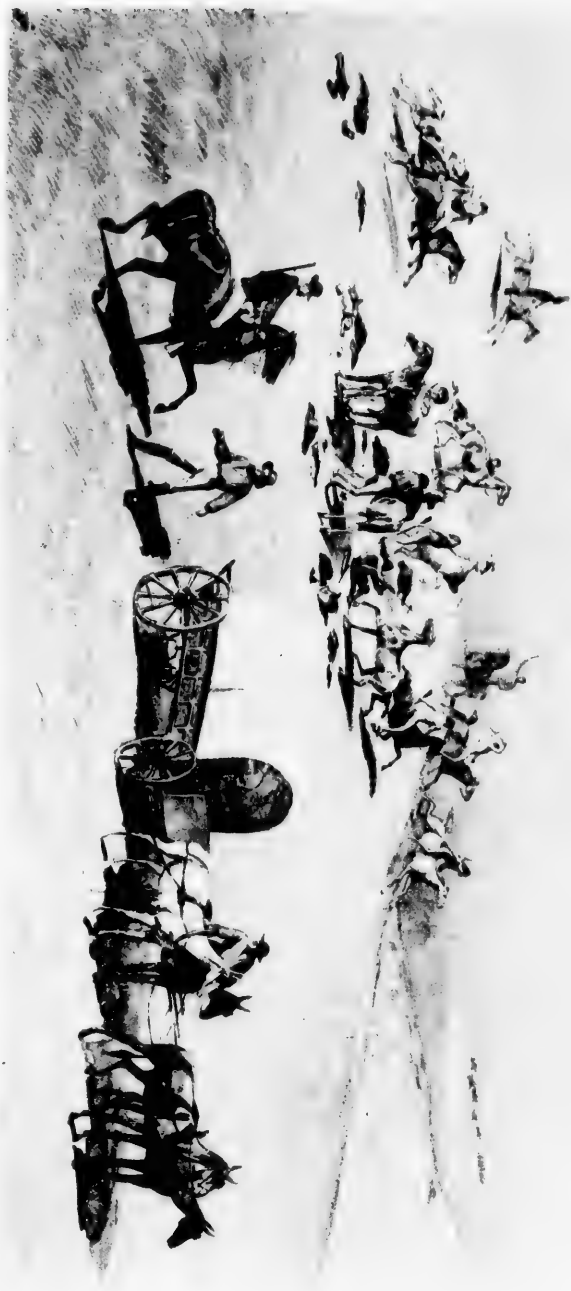
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which I fortunately found in the outfit, (but for which, I regret to say, we could at the moment find no suitable ammunition), I retired to the shady side of the wagon, and proceeded to fill the magazine of my carbine with cartridges, and to reload the vacant chambers of my revolver, both of which had become somewhat depleted by frequent firing at Antelope during the morning.

Very soon after I had taken this somewhat unusual, but in my opinion *very necessary* precaution, Mr. Hurd returned and reported that our Pawnee Warriors, closely followed by Lieut. Matthews, were making their way as rapidly as their ponies would carry them, across the country to the bluff, or divide, south of Lone Tree Creek; and that the Sioux were so far in the advance, that they could not be seen with the naked eye, and he, having no glass, could therefore not form a very clear opinion as to the exact number or position of the enemy.

Comprehending at once my isolated and unprotected situation, I immediately appointed Mr. Hurd my Chief of Staff, with the rank of Major, and proceeded to hold a Council of War, at which it was unanimously decided that we had better push our reserve forces forward at once from their very exposed position in the narrow valley, to the high ground which the road reached at a point about one half mile to the front; and that upon reaching there, we would be governed by circumstances as to our further movements.

After throwing out a flank and skirmish line, composed principally of Maj. Hurd (my passenger having suddenly disappeared soon after I had loaned him a musket) I ordered a forward movement, at "double quick," which I headed in person; and which, I am

happy to report, was executed in good order, and without serious casualty.

Having reached the elevated ground, about two miles east of the Laramie road crossing, and six miles from these Head Quarters, I ordered a Halt! and proceeded at once to take an observation with my field glass, for the purpose of ascertaining, if possible, the position of my late escort, as well as of the enemy.

The enemy was no where visible; but I could distinctly see several of my braves galloping at full speed up and over the divide south of Lone Tree Creek. They soon disappeared however, and then we heard nothing but the report of two or three guns in the distance. In about five minutes afterwards, the crest of the divide was seen to be covered with from twenty to one hundred warriors, dashing to and fro, apparently in great confusion. These however very soon disappeared from view, and all was quiet again.

Another council of War was immediately called, at which it was decided with great unanimity that we had better proceed as rapidly as possible in the direction of these Head Quarters, in order to intercept any flank movement that might be contemplated by the enemy.

I at once resumed my exposed position at the head of the column, giving strict orders that there should be no stragglers, nor falling out of the ranks, and that the driver should keep the mules at "double quick" time, or even "*quicker*," if they could endure that rate of speed.

I also kept up my flank and skirmish line, through the able assistance of Maj. Hurd; and am happy to say that we reached this place in safety, at about three P. M.

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adjacent ridge, as we marched rapidly along, which however, upon our nearer approach, were suddenly transformed either into rocks, bushes, or large tufts of grass; except perhaps in one instance, when Maj. Hurd protests that he saw a "solitary mounted horseman" (supposed to be a Sioux,) at some distance in front, but who, fortunately for himself, soon disappeared from view in the valley of Lone Tree.

Our valiant escort has not been seen or heard from, up to the present writing (10 P. M.)

Too much praise cannot be awarded to Maj. Hurd, for his gallantry upon the field, as well as for his coolness and sagacity in the performance of the arduous and dangerous duties assigned to him; and I would respectfully recommend him for promotion.

The remainder of the command showed great zeal and perseverance in reaching this place; and I would also recommend them to your favorable notice.

Hoping that the days operations will prove satisfactory to you:

I remain, General,
Your obedient servant,
(Signed,) S. SEYMOUR,
Col. Commanding.

To Maj. Genl. C. C. AUGER,
Commanding Dept. of the Platte.

DESPATCH No. 2.

HEAD QUARTERS, &C., &C.,

JULY 12, 1867,

5½ A. M.

GENERAL :

I have the honor to inform you, that Major Mimmack, the officer in command of the troops stationed at this point for the protection of the forces employed by Mr. Carmichael, in constructing the Union Pacific Railroad, has not been able since yesterday noon, to find the mules belonging to his transportation department, although his herders were engaged during the entire night in hunting for them.

The supposition is, that they were captured by the band of Sioux, which my report of last evening left flying for their lives from the hot pursuit of my brave Escort.

A hurried consultation with Maj. Mimmack has satisfied us that we are just at present in a sort of military "paradox." That is, he has troops without transportation, and I have transportation without troops.

Being the senior officer, and not being able to consult either Jomini, Genl. Butler or Col. Merrill, as to the solution of this paradox, I have taken the responsibility of drawing the cork, and of ordering my driver with his team, to accompany a detachment of the Major's troops, and report to Major North, unless he shall meet on the way with Lieut. Matthews, accompanied by my late escort of Pawnee Warriors, in which case he will report to Lieut. Matthews.

It has occurred to me that the Pawnees may have returned last night to Major North's camp, near your Head Quarters; and if so, that they may return here this afternoon.

I shall need them very much after to-day. Not a word has been heard from them since my report of last night.

I have also ordered the driver on his way down, to pick up the saddles and other Government property, which was so summarily abandoned by my escort while preparing for action with the Sioux, and to return it to Maj. North.

I have the honor to remain,

General, very respectfully,

Your Obt. Servt.,

(Signed), S. SEYMOUR,
Col. Commanding.

To Maj. Genl. AUGUR,

Commanding Dept. of the Platte.

DESPATCH No. 3.

CARMICHAEL'S RANCH, U. P. R. R.,

BLACK HILLS, JULY 12. 1867.

9 P. M.

GENERAL:

I take pleasure in reporting the safe arrival from your camp, of my Pawnee escort. They reported for duty at

1 P. M. to-day, mounted on mules, the most of which, Lieut. Matthews informs me, were captured from the Sioux during the severe action of yesterday. Several of these mules are recognized by Major Mimmack as formerly belonging to his transportation department; which fact confirms our previous suspicions that they were captured yesterday by the Sioux, just previous to our onslaught upon them; and it is therefore gratifying to know that my brave warriors have been the means of reclaiming a large amount of Government property.

I felt it to be my duty to censure Lieut. Matthews very severely for his conduct yesterday, in abandoning the party and property, which his orders from you required him to protect; and the only explanation or apology he could give was, that unless he had left me and followed his warriors in their pursuit of the Sioux, neither he nor myself would probably have ever seen them again.

The mules appear to be in good fighting condition. Their ears and tails are highly ornamented with feathers, ribbons, and other grotesque appendages; and when mounted by their brave riders, and drawn up in line of battle before my camp, they certainly present a very martial appearance.

I am informed that a mule will not chase an Indian unless he is propelled by *spurs*. I have therefore concluded to disarm a portion of my escort of their spurs, in order that I may be able to keep a few of them near me in an emergency, as I do not altogether favor the idea of being left alone again if I can avoid it, especially up in the neighborhood of Dale Creek.

I start westward to-morrow, and expect to return here

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on Monday, and to reach Crow Creek (Cheyenne) on Tuesday P. M.

Yours very truly,

(Signed),

S. SEYMOUR.

Major General AUGUR,

Commanding Dept. of the Platte,

Cheyenne, D. T.

EXPLANATORY REMARKS.

I trust it has been observed by the careful reader, that the stereotyped form of alluding to the number of killed, wounded, and missing, either from among my own troops, or those of the enemy, which is usually adopted in reports of this kind, has been studiously avoided in the foregoing despatches.

The reasons for this omission will be quite obvious when it is considered that, as is generally the case in matters of this kind, the particular portion of the field where these casualties are supposed to have occurred, was not immediately under the eye of the Commanding Officer, nor in fact within the scope of his powerful field glass, although on the occasion referred to, it was undoubtedly worked up to its full capacity.

Furthermore, the subordinate officer, Lieut. Matthews, to whom, without due reflection, and in the hurry of the moment, this branch of the business was confided, undoubtedly regarded it as his duty, under the army regulations, to report upon all secondary matters of this nature to the Captain of his Company of Pawnee Warriors, with whom, as will be seen from the des-

patches, he happened to be in communication before I had the pleasure of meeting him after the engagement.

The Captain would, as a matter of course, report to Col. North : the Colonel to Genl. Augur : Genl. Augur to Genl. Sherman : Genl. Sherman to Genl. Grant : Genl. Grant to the Secretary of War : and the Secretary to the President of the United States, as Commander in Chief of the army.

In this very direct and comprehensive manner the report would, in due time, undoubtedly reach its final destination among the archives of the Government at Washington, where I would respectfully refer all such as are curious in unpleasant details of this nature.

It should also be borne in mind that I was not seeking for military renown or advancement, although circumstances over which I evidently had no control, may have conspired to throw them in my way.

My mission was eminently a peaceful one, and my chief desire was to perform my duty to the railway company, and at the same time to return intact, and uninjured, the troops and the property of the government which had been so kindly placed at my disposal by the Commanding General of the Department ; all of which I was fortunately enabled to do, and having done so, my responsibility was evidently at an end.

III.

REPLY OF THE COMMANDING GENERAL TO THE FOREGOING
REPORT, GIVING NOTICE OF PROMOTIONS, &c.—TOGETHER
WITH SOME SEVERE STRICTURES THEREON.

REPLY

OF THE COMMANDING GENERAL.

HEAD QUARTERS DEPARTMENT FORCES IN THE FIELD,
CHEYENNE, DAKOTAH, JULY 15, 1867.

Brt. Maj. Gen. SILAS SEYMOUR,
Commanding Black Hills Div.
Dep. of the Platte.

GENERAL:

The General Commanding, directs me to acknowledge the receipt of your highly important and interesting dispatch and report of the engagement of the 11th.

The General Commanding takes occasion to congratulate you on the distinguished success which has attended your efforts, which however was only the fulfillment of his expectations founded on what he knew of you previously. He expects that in the future, as in the past, no effort will be wanting on your part to outshine even this brilliant example of what may be

accomplished, by persistent effort and notable courage, and that he may *see more* of such conduct.

He greatly regrets that even in the hour of victory, and while words of praise are still on his tongue, he should feel it his duty to take exception to any part of your conduct. But the morale of the forces in the field, and the impression to be made upon a dastardly and recreant foe, make it his stern duty to call your immediate and anxious attention to a grievous fault committed in the course of the engagement.

You, of course, cannot be at a loss to know that he refers to the great error committed in deploying so *thin* a skirmish line as he has reason to think you did, if his memory of Maj. Hurd's weight serves him. It is true that in this particular, he does not attribute the fault to you, but believes that the commissariat is greatly to blame. Wherever the fault, he trusts that you will at once take steps to correct it.

He also desires to call your serious attention to the condition of your battalion of cooks. It is greatly to be regretted that such a magnificent corps(e) should be irretrievably ruined by a neglect on your part, to see to its armaments. That this may at once be corrected, he directs me to say, that your requisition will be filled for one twenty-inch Rodman Gun with Eads broadside carriage and equipments complete, and 763 rounds of ammunition, and that Maj. North will be directed to turn over one of the smallest of his ponys for its transportation.

The conduct of your detachment of the land transport corps is beyond praise, and he regrets that the present imperfect state of the law prevents him from brevetting

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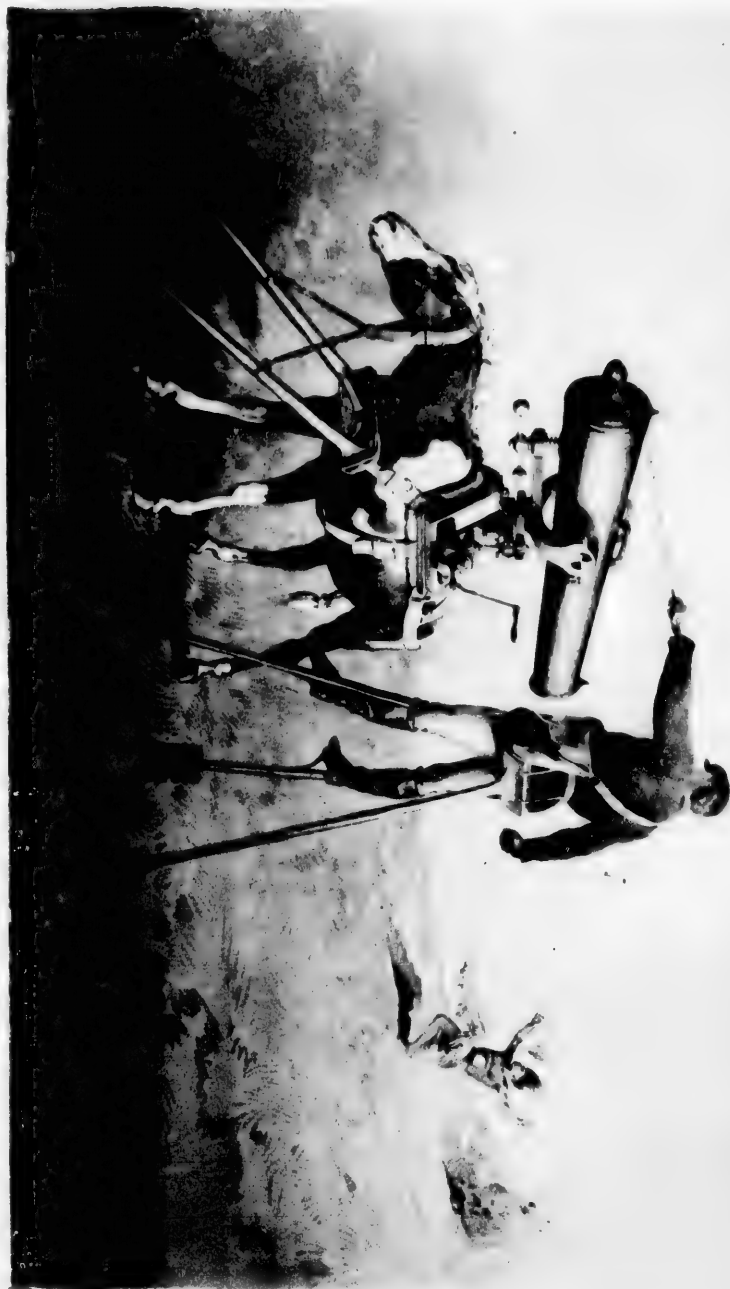
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the "near hind mule" to a higher grade than "brevet horse."

He has been pleased to recommend also the following promotions, which he directs you to publish in orders, with his hearty thanks and congratulations to your forces.

Col. Silas Seymour, for ability and coolness exhibited in the preparation of his ordnance stores, to be Brt Brig. General.

Brt. Brig. General Silas Seymour, for distinguished gallantry, in observing the enemy through his field glass, to be Brt. Maj. General.

The General regrets that a sense of duty to the skirmish line which suffered such unnecessary extension, prevents his making higher recommendation for promotion in your own case.

Maj. Hurd, Chief of staff, for highly distinguished gallantry in dashing up the hill after the Pawnee Warriors, to be Brt. Lieut. Col.

Brt. Lieut. Col. Hurd, for gallantry and meritorious service in seeing a Solitary Mounted Sioux some distance in front, who soon disappeared in the valley of Lone Tree Creek to be Brt. Col.

Brt. Col. Hurd, for gallant and meritorious service during the war, to date from March 13th 1865, to be Brt. Brig. Gen.

The near hind mule to be Brevet Horse.

I have the honor to be,

General,

Your Obt. Servant,

(Signed),

LEWIS MERRILL,

Asst. I. General.

SEVERE STRICTURES UPON THE FOREGOING REPLY,

Without pausing to remark at any considerable length, upon the criticisms contained in the otherwise very flattering reply of the Commanding General to my report of the engagement, I will simply state, as an act of justice to myself, and my Chief of Staff, and also for the information of those who are not entirely familiar with matters of this kind, that complete and triumphant *success* is generally regarded by the severest military critics, as a full justification for any slight departure from the old and established rules of warfare.

More particularly should this be the case when, as in the present instance, the enemy is composed of wily and deceitful savages, who will persist in keeping themselves entirely beyond the reach of the most powerful field-glass: and when the troops upon whom the Commanding Officer is in some cases obliged to rely for success, pay no regard to orders; but, after divesting themselves of their clothing, rush wildly and *pell-mell* after the distant foe, entirely regardless of the safety of their Commanding Officer, their own personal appearance, or any of the other elements which are generally regarded as essential to military success.

As regards the capacity, or the ability of my Chief of Staff, Major (now Brt. Brig. Genl.) Hurd, to fill the requirements of an ordinary skirmish line, I will only remark, that the General himself was highly indignant when I, very reluctantly, made known to him the covert insinuations contained in the reply of the Commanding General with reference to his reliance upon the *Commissariat*, or any stimulant, or sustenance, other than

that contained in the immense slabs of tobacco with which he was always well provided, to aid his firm determination to perform his whole duty, both to himself, his superior officer, and his country, upon any and all occasions.

When to the foregoing considerations, is added the fact, that after the return of the escort, as reported in despatch No. 3, I took up the line of march directly through the heart of the enemy's country, over the summit of the Black Hills (being more than eight thousand, two hundred feet above the sea) to the valley of Dale Creek, a distance of about forty miles from Cheyenne ; and returned to our camp on Crow Creek, on the very day named in my last dispatch, *without meeting with the slightest casualty*, they should, in my humble opinion, be regarded as a complete answer to the reflections of a somewhat *sarcastic* nature, which upon a careful re-perusal I am pained to say seem to have been adroitly concealed in the otherwise very able and satisfactory reply of the distinguished General Commanding the Department of the Platte.

With these few calm, and I trust dignified remarks, written many years after my retirement from active service in the field ; during which interval, the mortifying effect of the severe criticisms of the Commanding General upon the disposition of my forces, has been assuaged to a great extent by the lapse of time, and the performance of other active duties in private life, I am entirely willing to leave my military reputation, so far at least as the events of that day are concerned, in the hands of my Countrymen and of Posterity.

IV.

A PROMISE TO GO FORWARD WITH THE GREAT EXPEDITION, IN SEARCH OF THE EASTERN BASE, AFTER MAKING CERTAIN NECESSARY EXPLANATIONS OF DIFFERENT THEORIES, IN ORDER TO ELUCIDATE, IN A SATISFACTORY MANNER, THE GREAT BLICKENSBERGIAN THEORY, AS TO THE NATURAL LAWS WHICH GOVERN THE UNIVERSE.

Having thus disposed of an incident which was regarded at the time, more particularly by those who were so closely identified with it, as the principal feature in the *Great Expedition*, I will proceed to give a somewhat hurried, and necessarily imperfect sketch of its progress until the important object for which it was organized was successfully accomplished, by which means the great problem connected with the physical structure of the American Continent was brought to a satisfactory solution.

Before doing this, however, it should be remarked, for the information of those who may not be thoroughly conversant with the great natural laws which are supposed to have governed the Universe since the creation, that the surface of the Earth has been undergoing a constant succession of changes, since that greatest of all epochs in its history ; which changes have unfortunately

had a decided tendency, either to remove, or entirely destroy the ancient *land-marks* by which the courses of our largest Rivers, and the boundary lines of our highest Mountain Ranges were originally defined.

Most unfortunately, however, for the safety and happiness of mankind, Philosophers have never been able to agree entirely as to the causes which have produced these great changes ; although most of them admit that they must have occurred during a period so remote, that " the memory of man runneth not to the contrary."

One class of these Philosophers, among whom may be named Heraclitus as representing the ancient school, and Hooke, Buffon, Dr. Herschel and Dr. Hutton, as representing the more modern, advocate what is known as the *Plutonic Hypothesis*, which is based upon the theory that these changes are attributable to the action of fire, or subterranean heat. And they cite, as a conclusive argument, the fact that volcanic fires are frequently seen to issue from the tops of some of the highest mountains, and that boiling springs are known, in many instances, to issue from the bases of others.

Another class, among whom may be named Werner, Cuvier, Kirwan and other learned Savans, advocate what is called the *Neptunian* or *Aqueous Hypothesis*, which is founded upon the assumption that these great changes have been produced by water, air, and other revolutionary agencies, acting directly upon the surface of the Earth. And they will cite as an unanswerable argument, the fact that during the subsidence of that great inundation known in history as *Noah's Flood*, which occurred some centuries since, the Ark which contained that celebrated Navigator and his family,

rested upon "the Mountains of Ararat," which at that time were, from this circumstance, evidently the highest mountains upon the surface of the Earth. Whereas, at the present day, "Mount Ararat," is regarded as a mere *mole-hill* when compared with numerous other mountains which must have sprang into existence as if by magic, immediately after that influx of water upon the Earth.

Another, and perhaps more convincing argument, advanced by the more modern of this class of Philosophers, is the fact that during the deep sea soundings that were made but a few years since for the purpose of laying the Atlantic Cable, it was discovered that the Ocean still contains several very high mountains which have probably been concealed for centuries within its depths, in order that they may spring up at a moment's notice and take the places of those which are now exposed to view.

Without pausing, however, to settle the comparatively unimportant question as to the causes which have produced these remarkable phenomena in nature, and thus depriving these illustrious benefactors of mankind of a most fruitful source of investigation, as well as discord, it will be sufficient for our present purpose to state, that owing to the accumulation of sedimentary or alluvial formations around the bases of these mountains, in consequence of disintegration at their summits, or from other causes during the countless ages of the past it has become a task of no ordinary difficulty to define, particularly to the satisfaction of parties who have a large *pecuniary* interest in the subject, the precise point

which is to be regarded as the *Eastern base* of the Rocky Mountains.

The very delicate and responsible duty of establishing this point, had as before remarked, been entrusted by the Government of the United States, to Mr. Jacob Blickensderfer, jr., an eminent Civil Engineer and Astronomer, from Tuscarawas, Tuscarawas County, Ohio.

The reasons for selecting a private citizen for the performance of this duty, however accomplished he may have been in his varied professional attainments, instead of a member of the Scientific Engineer Corps of the Army of the United States, have never been made public; although the wisdom and foresight of the selection have never, to my knowledge, been questioned. It was certainly a very high compliment to Mr. Blickensderfer, and one which he proved by the results of his labors and investigations, to have been well deserved at the hands of his Government.

At the risk of appearing somewhat egotistical, I must state however, that there had never been any serious doubt in my own mind as to the points between which the line of the Union Pacific Railway must necessarily cross, or intersect the Eastern Base of the Rocky Mountains; inasmuch as I had assumed, without much scientific investigation, that it could not be fixed west of the foot of the *maximum* grade which was required to ascend the Easterly and highest range of these mountains that was crossed by the Railway, near which point we were then encamped, nor East of the mouth of Lodge Pole Creek, where the grades first began to feel the influences of the mountain slope.

But the method adopted by Mr. Blickensderfer, during the early part of his investigations, very soon satisfied me that my previous assumptions were entirely *baseless*; and that the data upon which he would rely for the determination of the problem, were entirely *above* and *beyond* anything which I had anticipated or even imagined.

Mr. Blickensderfer, although naturally a very reticent man, was very properly and particularly so upon the matter which he had in hand; and he therefore never explained to any one, so far as I know, the theory upon which his decision would be based. It therefore became an interesting study with me, to watch his operations, and if possible to ascertain this theory.

I had observed, that as we approached the Black Hill Range of the Rocky Mountains from the East, they being visible to the naked eye for a distance of at least fifty miles, he commenced to take *astronomical* observations with the instruments which he had brought along for that purpose. And, that as we approached more nearly to the base of these mountains, these observations became more frequent. In fact, I was frequently called upon, and very cheerfully assisted him in making these observations during the night, when every one else was asleep in the camp. And it was in this way, and by these means that I was first led to suspect the Elementary principles of the great theory which he was so evidently working out in his own mind.

Inasmuch as Mr. Blickensderfer has never published this theory to the world, I trust that he will pardon me for giving, at least my understanding of its outlines to my readers, in order that they may comprehend more

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ALBERT L. BLOOM, NEW YORK

"I was frequently asked upon the identity of the man in making these observations."



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perfectly the manner in which it was elucidated, step by step, during the progress, and until the final and successful close of the Expedition.

THE BLICKENSDELFIAN THEORY.

It is a fact which I believe is admitted by all Philosophers of the present day, that celestial bodies exercise a very strong, and in many cases, controlling influence over bodies terrestrial; as for instance, the Moon is known to sway the waters in the Ocean to and fro at regular intervals, in a manner which is perfectly irresistible. And the same may be said with reference to the power of the Sun, and the larger Planets, upon other portions of the Earth's surface.

It is also freely admitted that certain component parts of the earth's surface are attracted to, or repelled from these heavenly bodies with much greater power than others, as for instance the attraction of the magnetic needle, or load-stone, to the North or Polar Star.

The inference would therefore be very strong, if not entirely conclusive, that this affinity or aversion, as the case may be, would be more or less powerful in proportion to the altitude of certain portions of the Earth's surface; or, in other words, their proximity at any given time, to the particular planet or constellation which might, after a careful series of observations, be supposed to exercise this influence or control.

The conclusion therefore seems inevitable, that the constant application of this strange and irresistible power upon the positive and negative portions of the surface of the Earth, during the very uncertain and in-

calculable period of time which has elapsed since the Creation, has had the effect to draw certain portions of this surface nearer to these celestial bodies, while certain other portions are constantly being repelled from them; and hence it is that the surface of the Earth has become very uneven and irregular in its outlines, and that changes are constantly, although almost imperceptibly taking place in its general appearance.

It must be admitted that the general tendency of this beautiful Blickensderferian theory, would be to undermine the other theories above referred to, which are based upon the agencies of fire and water, rather than to the establishment of the boundary lines, or bases of any particular range of mountains that might be found to come within the influence of these heavenly bodies; but still, I apprehend, from the unbroken silence manifested by Mr. Blinkensderfer upon the subject, and his apparent confidence in his theory, as well as from his constant intercourse with the heavenly bodies, that he foresaw quite clearly that if by means of his observations and researches among the celestial bodies, he should succeed in finding upon the surface of this planet a range which he would be justified in designating as the *Rocky Mountains*, the same agencies must eventually lead to the most satisfactory disclosures with reference to the *Eastern Base* of these Mountains; and thus bring to a happy termination the great object of the Expedition which had been so confidently entrusted to his care by the Government of the United States.

It may be objected, however, that the foregoing theory savors too strongly of the ancient *Atomic* theory

of Democritus, Epicurus, Empedocles, and other eminent Philosophers who flourished long before the Christian Era, to be entirely original with Mr. Blickensderfer; and, also, that it bears too striking a resemblance to the more modern theories of Sir Humphrey Davy, Dr. Herschell, Sir Isaac Newton and others, which are founded upon the attractive and repulsive properties of matter, to admit the conclusion that Mr. Blickensderfer's theory, however novel may have been the object to which it was about to be applied, was an emanation from his own great mind.

Fortunately, however, I can give the most positive assurance, that many weeks of friendly and confidential intercourse with Mr. Blickensderfer during the progress of the great Expedition, never gave me the least reason to suspect that he had ever even heard of these old quacks or fossils in geology and philosophy. But even admitting for the moment, that he had made these ancient as well as more modern theories the subjects of the closest investigation and analysis, I have every reason to believe, judging from his decided antipathy to all precedents of whatsoever nature, that he would never have been influenced in the least degree by them, while he was engaged in the herculean task of working out and demonstrating to the world a philosophical theory of his own, which was to render his name immortal.

V.

FURTHER ADVANCE OF THE GREAT EXPEDITION TO FORT SANDERS,
AND THE NORTH PLATTE—IT CAMPS AT RAWLINS SPRINGS,
AND FINALLY REACHES ITS DESTINATION —THE SUMMIT OF THE
CONTINENT.

After waiting a few days, after my triumphant return from my Expedition against the Sioux, in order to give the necessary time for its demoralizing influences to have their full effect upon the remaining bands which might still infest the country through which we were to pass, on the 22nd July the great Expedition moved forward over the Black Hills ; and encamped on the 24th upon the Laramie Plains, near Fort Sanders.

At this point it had been determined to halt a few days in order to secure the services of an additional company of Cavalry as escort, and also to make some necessary additions to our camp equipage and supplies, before proceeding farther into the wilderness, entirely beyond the reach of either military aid or supplies.

These objects being accomplished, the Expedition again moved forward, at a speed of from twenty to thirty miles per day, along the route which the preliminary surveys of previous years had marked out as the most favorable for the Railway, and upon which,

at some point, it was still confidently expected that we would encounter the Eastern Base of the Rocky Mountains.

After crossing the Laramie and Medicine Bow Rivers as well as other lesser streams that came in our way, we finally reached the North Platte, after several days of most fatiguing march, and camped upon its banks a day or two, in order to give General Gibbon, Commanding at Fort Sanders, who had accompanied us thus far, an opportunity of deciding upon the location of a Military Station which it had been determined to establish some where in that vicinity, for the protection of the forces employed upon the Railway.

The Expedition then proceeded onward and Westward by slow marches, passing on its way and camping one night at some beautiful and most refreshing Springs, which were named "Rawlins Springs," in honor of that distinguished General who accompanied the Expedition. This point, situated seven hundred and nine miles west of Omaha, has since become an important refreshment and repair Station upon the Railway, and still retains the honored name which was given to it on the occasion now referred to.

After leaving these Springs, another day's march of about fifteen miles brought the Expedition to a point near which a party of Engineers, under the direction of Mr. F. E. Appleton were encamped; and inasmuch as, from the best information we could obtain from these Engineers, the Summit of the Rocky Mountains, known as the great Divide or Water-Shed of the Continent, was to be found within a distance of fifteen miles from this point, it was decided by Mr. Blickensderfer that it would

be both expedient and proper to come to a halt, and make a final effort to discover the Eastern Base, for which the great Expedition was to become responsible.

Up to this time Mr. Blickensderfer had been indefatigable in his efforts to discover the object of his search, having consulted the heavenly bodies almost every night when the atmosphere was sufficiently clear; and having ascended many of the mountains near which we had passed, from whose summits, with the aid of a powerful glass, he could sweep the horizon for a very great distance, it seemed quite impossible that it could have escaped him thus far on his journey.

On the morning following our arrival at this point, Mr. Blickensderfer, very kindly, though as I imagined somewhat sadly, invited me to accompany him alone, with the exception of a small detachment of the escort, to the point which was described as being the divide of the Continent. The distance, as before stated, was about fifteen miles, and the journey was not a cheerful one.

Mr. Blickensderfer seemed to be either weighed down by disappointment, or labouring under a vast load of responsibility which it seemed impossible for him to shake off.

We reached the point designated, at about eleven on the morning of the 7th August; and I shall never forget the expression upon Mr. Blickensderfer's face, as he cast his eyes Westward, and for the first time saw what was unmistakably the *Western Slope* of the Continent. The scene was certainly one of unsurpassed grandeur and sublimity, and one which, although very far excelling my powers of description, it had been the constant dream and desire of my youth, as well as the

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Two men standing on the western slope of the
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ALERTYPE BY E. DIENSTADT, NEW YORK.



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great ambition of my later manhood to witness. The gradual declension of the horizon toward the Pacific Ocean in our front, and the Atlantic in our rear ; the snow clad peaks of the great back bone of the Continent extending far in the distance on our right and on our left ; together with the consciousness of being nearly eight thousand feet above the sea, and at least as many hundred miles removed from the scoundrels and vagabonds who infest the inhabited and civilized portions of our great and glorious Country ; all these contributed to impress the scene and the occasion so indelibly upon my mind, that it seems but yesterday that I witnessed it.

During the previous year, I had as before remarked, visited Berthoud Pass, west of Denver, in company with Mr. Jesse L. Williams, a Government Director of the Road. And although this Pass was more than three thousand feet higher than the point upon which we were now standing, and just on the verge of perpetual snow, yet it was so shut in and circumscribed by Mountains and peaks of several thousand feet greater height, that the scope and grandeur of the scene did not impress me with anything like the same feelings as the one now presented to my view.

The thoughts which were passing at the time through the great depths of Mr. Blickensderfer's mind, as he thus stood gazing Westward upon the rapidly receding slope of the great mountain range, the summit of which he had so successfully reached, can be better imagined than described.

That Mr. Blickensderfer should have been thus deceived in the marked topographical features which he

had undoubtedly expected to encounter in his approach to the base, as well as to the summit of the Rocky Mountains, will not surprise those who have become familiar with the striking peculiarities of the country through which the Union Pacific Railway passes.

Colonel Thomas H. Benton, in one of his great speeches in the United States Senate, in advocacy of the construction of this railway, said: "The Rocky Mountains are a Myth; as you approach them they flee from you." And I have often been struck with the force of this remark.

The Black Hill Range, when approached from the East, seems to loom up in the distance like an impassable barrier stretched across the path of the railway; but upon its nearer approach and ascent, it gradually fades away and disappears from view; and the traveller upon reaching Sherman Station at its summit, which is eight thousand two hundred feet above the sea, is beguiled by the idea that he has been riding for the past thirty miles over an immense level plain.

And so it is as one proceeds farther Westward. He sees mountains in front, and to the right, and left, which he supposes to be the celebrated Rocky Mountains of which he has heard so much, but they prove to be only *Ignus-Fatui*.

General Rawlins in remarking upon this peculiarity on one occasion, observed, that "they never seemed willing to allow one to approach so near as to be able to put his hands upon them."

It was evidently this illusion which had enticed Mr. Blickensderfer and his expedition forward from the Great Platte Valley to the very summit of the Ame-

rican Continent, without enabling him to realize that, for much the greater portion of the distance, he had been travelling through the very heart of the Rocky Mountains, until the truth finally forced itself upon his mind as he stood upon this Summit, and cast an earnest and distant gaze upon the rapidly receding slope of the western horizon.

It soon became quite evident, however, that his reliance upon his great theory had not entirely forsaken him at this critical moment in the history of the expedition, for, after consulting his chronometer, he turned his eye calmly toward the sun and expressed a determination to take a solar observation as soon as that luminary should have reached the meridian.

The observation having been satisfactorily taken, and after partaking of our frugal lunch in open view of the vast multitudes who inhabit both slopes of the Great American Continent, we slowly retraced our steps toward our camp, which was reached before sunset. On our way, however, Mr. Blickensderfer expressed himself more freely to me than he had previously done, with reference to his views upon the subject of his important mission.

He frankly admitted that it would be useless to extend his investigations farther Westward; and expressed a determination to return Eastward by a different route, in order if possible to obtain a better knowledge of the general features of the country; and, at the same time, as I then inferred, to test by further astronomical observations, the accuracy of the results obtained from those already taken.

Subsequent reflection, however, has satisfied me

that the great Blickensderfian theory, which was then only in the incipient stages of its development, having led the expedition not only to the *Range* of the Rocky mountains, but with unerring precision to the summit of that range, at the very point where the line of the Union Pacific Railway was destined to cross it, the author of that theory was now about to test its efficacy by the *reverse* process, which is so proverbially fatal to all "poor rules"; and to see whether after having established the summit, a retrograde movement conducted under the same celestial influences, would not lead him with the same degree of precision to the base of these mountains, which he assumed, and I think correctly, must have been crossed by the expedition on its Westward course, at some invisible point between the Missouri River and the summit upon which the last solar observation had been taken.

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VI.

GLOOMY DAY AT "CAMP SEPARATION"—THE NAME PERPETUATED
—TRIBUTE TO GEN. RAWLINS—ALLUSION TO HIS EARLY DEATH.

The day spent at the camp, after our visit to the summit of the continent, was anything but cheerful and happy, for the reason that it had been determined that here the party would separate, and that the Chief Engineer accompanied by General Rawlins and Mr. Duff, would continue Westward to the Great Salt Lake Valley, while Mr. Blickensderfer and myself would return Eastward.

The separation of a party of this kind after so many weeks of the most intimate friendly intercourse, and at times of stirring incidents and exciting adventures, naturally gave rise to feelings of melancholy and sadness. It was from this circumstance that our last united encampment was named "*Camp Separation.*" And I observe with pleasure that the name then given has been perpetuated by calling the station, "*Separation,*" which has since been located upon the same ground.

Inasmuch as this short and imperfect history of the great expedition which it is intended to commemorate, must here leave General Rawlins to pursue his way Westward, over the great mountains and valleys lying

between us and the home of the Mormons in the valley of Salt Lake, in search of that health and recreation which he so much needed, I cannot part with him without expressing my high appreciation of his frank and genial disposition, his high attainments, and his general character as a Man and a Gentleman.

During the slow progress of the Expedition I frequently had the pleasure of riding hours by his side, entirely separated from others; and it was on these occasions that his social qualities created an impression upon my mind which time can never efface. After conversing familiarly upon the events of the late war in which he had borne so conspicuous a part, and which had shattered his previously strong constitution, and paying the highest compliments to his commander, General Grant, whom he loved as his own brother, he would sometimes turn the conversation to the subject of his own failing strength, and express the hope and very natural desire that the journey which he was then making might be the means of restoring his health. And quite often, either during, or after these conversations, we would join in singing some of the old religious hymns with which we were both familiar.

I shall never forget one occasion of this kind, during which he sang, to an old familiar Methodist tune, that beautiful hymn commencing :

“ There is a land of pure delight,
Where Saints immortal reign.”

As I looked at him, sitting gracefully upon his horse, enveloped in the bright Sunshine, with his head slightly elevated, his eyes gazing longingly toward Heaven, and

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his rich melodious voice raised to its highest pitch, he certainly seemed inspired, and to have obtained a *real* view of the land :

" Where everlasting spring abides,
And never fading flowers : "

which, in the inscrutable Providence of God he was destined so soon to call his own.

I never had the pleasure of meeting him but once since we parted at Camp Separation, and this was at the office of the General in Chief at Washington, and in response to a kind invitation sent to me through a mutual friend, during the Fall after his return from his expedition to the far West.

His health, unfortunately, was not restored ; and even then, the rapid and inevitable approach of the end was but too painfully apparent, both in his smiling countenance and feeble voice, as he clasped my hand in what proved to be a last Farewell !

It will always be one of the most pleasing recollections of my life, that I have known and loved

MAJ. GEN. JOHN A. RAWLINS,

and also one of the saddest, that after being spared to see his beloved chief elevated to the highest office within the gift of a great and independent People, and after having himself been placed by the President of the United States at the head of that Department of the Government in which he had rendered such distinguished services to his Country, and had achieved the highest personal honor and reputation, in the prime of his manhood, and at the zenith of his usefulness,

he was called to cease from his labors, and to pass quietly over that "narrow Sea" to the blessed land where :

"Eternal day excludes the night,
And pleasures banish pain."

VII.

THE GREAT EXPEDITION MOVES EASTWARD—ENGAGEMENT WITH
AN OLD BUFFALO BULL—MR. BLICKENSDERFER'S ATTACK UPON
A HERD OF ELK—SAFE ARRIVAL AT FORT SANDERS.

After parting with our friends at Camp Separation, Mr. Blickensderfer placed himself at the head of our escort, with his face turned towards the East. The Commanding Officer of the escort, Major Thompson, and myself took up our positions at a respectful distance in his rear; and then followed the two companies of cavalry, under Capt. Wells and Lieut. Peel, arranged in proper marching order for the protection of the long train of wagons which contained the necessary camp equipage and supplies for the comfort and sustenance of the expedition.

The route which we had followed in our advance upon the summit of the American Continent, had become somewhat familiar to the engineers who had been engaged in making exploratory surveys for the railway; and the trails which they had left were generally not difficult to follow by our advance guard. But the route by which Mr. Blickensderfer had decided to make his retreat had never been explored, and was therefore entirely unknown to any one connected with the expedition.

We were also cheered by the conjectures advanced by our guides, that the hostile Indians, probably in consequence of the chastisement which they had received on the 11th July, had been frightened from the country through which it was supposed the line of the railway would pass, and had taken refuge along the Western slope of the Black Hills, lying considerably to the Northward, directly at the foot of which, Mr. Blickensderfer, entirely regardless of these warnings, had determined to pass on his retrograde march.

After following our previous trail a few miles Eastward, we therefore deflected abruptly to the Northward; and, after a few days march reached the valley of the North Platte near the mouth of the Medicine Bow River

It was during this portion of our march that, while wandering alone at some distance from the main body, I had my first encounter with a wild buffalo. He was an enormous old bull, who had evidently been driven by the younger gallants, from a herd that were quietly feeding at the foot of the Sweet Water Mountains, lying some miles to our Northward. I came upon him quite suddenly as he was taking his "siesta" in a small pocket or basin immediately in front of my course. I dismounted instantly and unlimbered my carbine, and before he was aware of his danger I was fully prepared for action. Thinking it cowardly to attack a sleeping foe, I fired the first shot immediately above his head into the bank beyond. This aroused him instantly and, springing up, he gave a tremendous bellow, and commenced pawing the ground and looking around him for the cause of his disturbance.

My horse becoming quite restive, it immediately

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"I was riding quietly around that the nice and unsuspecting animal had taken the bait, and was only a few rods behind me."

ALBERTYPE BY E. BIERSTADT, NEW YORK.

occurred to me, that in order to save time and labor in properly dressing and transporting his large carcass to our head quarters, as we were very much in need of fresh meat at the time, it would be a fine piece of strategy to entice the old patriarch to follow me as far as possible in the direction of the main body of our escort, where he could be butchered at our leisure.

In order, therefore, to aggravate him to the highest possible pitch, I gave him another shot which was not intended to be fatal, and immediately leaped upon my horse, buried the spurs into his flanks, and took the shortest route for the escort, which upon hearing the report of the engagement, had fortunately come to a halt. After thus leading the way for about a half mile, with visions of savory buffalo loins and steaks floating in the air before me, with which I intended to surprise and regale Mr. Blickensderfer, I discovered upon looking quietly around, that the noble and unsuspecting animal had taken the bait, and was only a few rods behind me. Unfortunately, however, just at this instant I met a detachment of the escort whom the commanding officer had, without knowing my plans, and with the kindest intentions, sent as he supposed to my relief.

Upon seeing this re-inforcement, the old fellow changed his tactics at once and beat a hasty retreat. He was followed a short distance by a few of the escort, who, upon approaching him closely discovered that he was quite poor and thin, and entirely unfit for the table; and therefore, as time was pressing, they abandoned the pursuit.

Mr. Blickensderfer, from this trifling circumstance, took occasion to remind me of a promise which I had

made him quite early in the history of the expedition, that he should have an opportunity before its close, to bring down an elk, in order that he might take the beautiful horns with him to his home in Tuscarawas, as a trophy or memento of the great expedition. He had been very industrious during the progress of the expedition, as well as very successful in firing, without fatal results, at the numerous herds of antelope which we had passed; having used for that purpose, a fine Ballard rifle which he brought along for that purpose, whenever it could be spared from the more important object of protecting himself and his expedition from the Indians; but he had never, up to the present time, had an opportunity of firing at an Elk Stag.

Soon after reaching the Valley of the Medicine Bow, I had the pleasure of redeeming my promise by affording Mr. Blickensderfer the opportunity sought for. A fine herd of these noble animals were discovered by our advance guard to be quietly feeding near the margin of the river, some distance to the front. The commanding officer, at Mr. Blickensderfer's request, immediately called in the skirmish line, and Mr. Blickensderfer was thus enabled to commence the attack, quite alone and at his leisure, which, I am happy to say, he did with caution and in comparatively good order, when it is considered that to prevent surprise, he was obliged to advance most of the distance upon his hands and knees.

After waiting some minutes in great suspense, we heard a shot, then another and another, in quick succession, until the remainder of the herd were observed to be in full retreat up the steep banks which bounded

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"The W. M. Alcott Album" 1899. Boston, U. S. A. Printed by E. Bierstadt.

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the stream at this point. The commanding officer, supposing that Mr. Blickensderfer had secured a sufficient number for his own private purposes, immediately ordered a charge upon the enemy, by the forces which had with great difficulty been held in reserve up to the present moment; but unfortunately, the herd had obtained such an advantage in the start, that the long range carbines which were brought to bear upon them, had very little effect, farther than to rapidly increase the distance between the elk and their pursuers.

Upon reaching Mr. Blickensderfer, we found him and his orderly busily engaged in searching through the tall grass upon which the elk had been feeding, for the carcasses of those which had fallen under his fire; but, unfortunately, they could not be found, and it was therefore reluctantly assumed that they had escaped with their comrades; we were therefore compelled to move forward without the trophies to which his gallantry had so richly entitled him.

The expedition finally reached Fort Sanders again on the 16th August, without further adventure or serious casualty; Mr. Blickensderfer having, at frequent intervals during the march, and more particularly, as I had observed, at the foot of any considerable descent to the Eastward, taken his customary astronomical observations, in order to avoid passing at an unguarded moment, the great object of his most diligent search.

VIII

THE GREAT EXPEDITION ADVANCES UPON THE SUMMIT OF THE
BLACK HILLS—MR BLICKENSDERFER'S TEST LEVEL FROM
SUMMIT TO BASE—PARTING AT CHEYENNE.

Soon after our return to Fort Sanders, Mr. Blickensderfer informed me that he would like to have a Leveller, Rodman, and the necessary instruments, placed at his disposal, to use at his discretion during the further progress of the expedition Eastward. This was the first intimation I had received from Mr. Blickensderfer, either that he had not succeeded to his satisfaction in finding the Eastern Base of the Rocky Mountains, or that he should employ any other means or agencies than those hereinbefore referred to, to assist him in the search, except perhaps such levels as had been previously taken by the engineers of the company.

His reticence, however, did not surprise me, for the reason that he had informed me some weeks previously, that he should not attempt to calculate the results of his observations until he could do so in the retirement of his study, at his own quiet home in Tuscarawas.

After spending a day or two, in making the necessary arrangements for a Leveller, &c., the expedition again took up the line of march, and proceeded to the Summit



"the care with which Mr. Dickenseder took his observations,"

ALBERTYPE BY E. BIENSTADT, NEW YORK.

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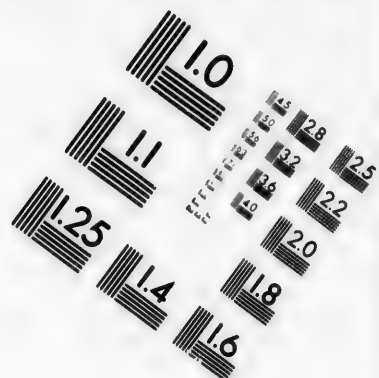
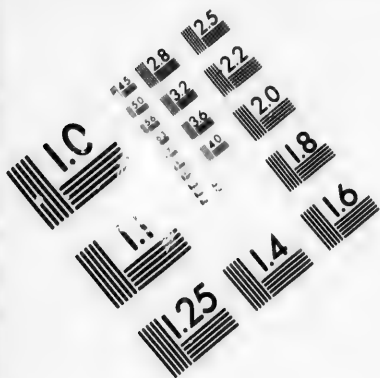
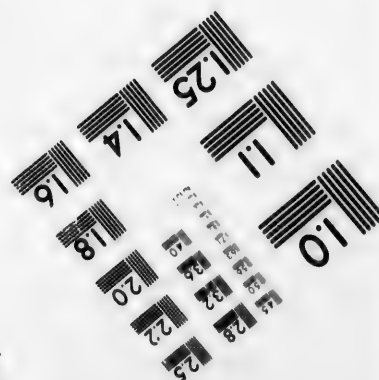
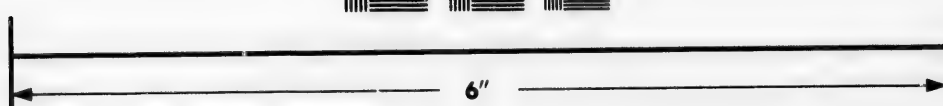
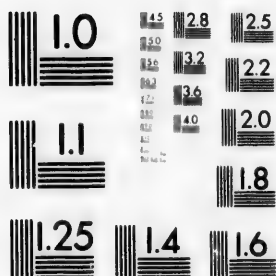


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of the Black Hill range of the Rocky Mountains, which as before remarked, is several hundred feet higher than any other range of these mountains, crossed by the Union Pacific Railway.

Upon reaching the summit, Mr. Blickensderfer informed me that he proposed to run a line of levels himself, from the summit to the base of this range, and that he should detain the escort with him for that purpose. He also remarked that he had come to this determination, not from any doubt in his own mind as to the accuracy of the levels recorded upon the company's profiles of this portion of the line, but that it would be more satisfactory to the government, as well as to himself, if he could say in his Report, that he had taken the levels *himself*, and therefore *knew that they were correct*.

The few days of leisure thus afforded, gave me an excellent opportunity to complete the study of the ground, which I had done somewhat superficially during my hasty trip over it, immediately after the affair of the 11th July. And also, to observe the care with which Mr. Blickensderfer took his observations, and tested each reading of the rod.

Upon arriving at our former camping ground near the crossing of Crow Creek, I was both surprised and mortified, on being informed by Mr. Blickensderfer, that there was a difference at that point, of about twenty two feet between his levels, and those recorded upon the profiles, and that the difference had increased in almost a uniform ratio, every day since he started from the summit. Upon my offering to have our previous levels tested immediately, he very kindly remarked, that as

he had no reason to believe that the engineers of the company had intended to deceive either himself or the government, he should assume that the levels given upon the profiles were sufficiently correct for his purposes, and therefore would not wait to have the error corrected at this time ; but as I was about to make some changes in the line which would involve almost an entire re-survey, he would thank me to write him at Tuscarawas or Washington, as soon as I discovered the error.

After spending a most pleasant day with Mr. Blickensderfer at the flourishing village of Cheyenne, which had during our absence sprung up as if by magic upon the very ground where we had previously encamped, and where we had celebrated the glorious *Fourth* ; and after assisting him in taking the last astronomical observation which it has ever been my pleasure to witness under his direction, we parted, on the 28th August, with the warmest expressions of kindness and interest in each others future welfare and happiness. He, to rejoin his family and to work out, in his own quiet study, those observations which were designed to elucidate the great theory with which his name was to become immortalized, and to report the results thereof to his government ; and I, to enter upon the arduous and responsible duty of re-locating the line, in accordance with my previous recommendation, with a maximum grade of *eighty*, instead of ninety feet per mile, upon the Eastern slope of the Black-Hills, under orders just received from the President of the Union Pacific Railway Company.

Thus was closed, for the present at least, my official

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connection with the GREAT EXPEDITION, which was organized by the Government of the United States, and placed in charge of Mr. Jacob Blickensderfer, Jr., for the sole purpose of discovering the EASTERN BASE *of the* ROCKY MOUNTAINS.

IX.

EVENTS SUCCEEDING MR. BLICKENSDERFER'S DEPARTURE—FAILURE TO DISCOVER ERROR IN LEVELS—FINAL ESTABLISHMENT OF THE EASTERN BASE—CONFIRMATION OF THE GREAT BLICKENSDERFIAN THEORY—REMARKABLE COINCIDENCES.

For the information of such of my friends and readers as may feel an interest in the events which followed the departure of Mr. Blickensderfer, and which had a bearing of more or less importance upon the results of his Great Expedition to the Summit of the American Continent, in search of the Eastern Base of the Rocky Mountains, I will state quite briefly, the following facts.

The re-survey of the line which I made immediately after Mr. Blickensderfer left, fully confirmed my previous opinion as to the superiority of a line with maximum grades of eighty, instead of ninety feet per mile, not only in respect to the important element of gradients, but as regards length of line, cost of construction, freedom from snow blockades, and elevation of the summit. It failed, however, to discover the error which Mr. Blickensderfer had found in our levels, although it was sought after most diligently, both then and during the construction of that entire portion of the road.

Some weeks after Mr. Blickensderfer had left for the East, I received a communication from him, asking for a minute description of the exact point which I had established as the foot of the maximum grade of eighty feet per mile, upon the line which had been adopted by the company for the ascent of the Eastern Slope of the Black Hill range of the Rocky Mountains.

Supposing that this information was solicited merely for the purpose of enabling Mr. Blickensderfer to test its accuracy by the results of his great theory, which he had taken the necessary time to work out after reaching his own quiet home at Tuscarawas, I lost no time in forwarding to him the desired information.

Some months afterwards, while in Washington, I took occasion to look over his report to the Government, and I was astonished by the remarkable coincidence, that the point which Mr. Blickensderfer had recommended for adoption by the President of the United States, as the Eastern Base of the Rocky Mountains, was *identical* with the point which I had previously described to him, in answer to his inquiries.

The point thus decided upon, and the discovery of which was the result of so vast an expenditure of time, labor, and research, I am happy to say has since been marked by a simple wooden *Post*, or *Monument*, for the benefit undoubtedly of future generations.

The facts above stated which, owing to Mr. Blickensderfer's proverbial modesty, have never before been published to the world, must I think be admitted as establishing beyond the reach of any reasonable doubt, the truth of the Great Blickensderfian Theory respecting the influences which are constantly being exercised

by the great Solar and Planetary systems, upon the surface of the Earth.

I trust that I shall be pardoned, before closing this Reminiscence, for an allusion to another most remarkable coincidence in connection with this Great Expedition, which is, that the same Monument which, during all time is intended to commemorate the discovery of the Eastern base of the Rocky Mountains, also indicates the precise spot upon which I stood when I first heard the shrill notes of that bugle which foretold with such awful certainty the rapid approach of the memorable Engagement with the Sioux,

ON THE 11TH JULY, 1867.

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